

Section 4: Transit

9/04/09

The N.C. Department of Transportation received \$103 million in federal funds designated for transit needs across the state.

On June 10, 140 transit projects received funding grants designated to enhance or expand transit options in both rural and urban North Carolina communities. A list of the projects is available on the NCDOT Web site, www.ncdot.gov/recovery.

Twenty-one urban transit systems will receive more than \$70 million for 77 projects. The largest allocation, \$20.8 million, goes to the Charlotte Area Transit System's North Davidson Street bus facility for renovations and expansion. In addition, two metropolitan planning organizations, the Durham-Chapel Hill-Carrboro MPO and the Capital Area MPO, elected to designate \$5.1 million for transit projects instead of highway and bridge projects.

Projects in rural areas across the state totaled more than \$33 million. Three projects benefit transit efforts statewide, and 63 are designated for rural transit systems/areas of the state. These projects are expected to create or retain more than 3,200 jobs.

The Project Selection Process

The metropolitan planning organizations (made up of elected officials and staffed by town and county transportation planners) and urban transit systems decided which transit projects should receive ARRA funding in urban areas.

The NCDOT Public Transportation Division determined which transit projects should receive federal recovery funding in rural areas, based on applications from rural transit systems. Because the money requested exceeded available funds, the department asked the rural transit systems to prioritize their projects. NCDOT selected the projects using the priority list and eligibility guidelines.

Projects were considered eligible if they met one or more of the following criteria:

- The project is "shovel ready;"
- The use of recovery funds frees up other federal, state or local resources for other needs;
- The project is a high local or regional priority;
- The project could not have been implemented without supplemental funding;
- The funding accelerates completion and decreases overall project costs;
- The project provides equipment or facilities to increase transit ridership;
- The project is a needed investment to bring assets to a state of good repair; and
- The project addresses immediate maintenance needs.

(If printing [click here](#), or insert Guidebook Section 4 attachment A here)

(If printing, [click here](#), or insert Guidebook Section 4 attachment B here)